

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

120

City of Martinsville

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Martinsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Martinsville															
57 Fayette Street	City of Martinsville	0.93	3400	G	99%	1%	0%	0%	0%	0%	F	0.101	F	0.520	3700	G
	To: Pine Hall Rd															
57 Fayette St	City of Martinsville	0.34	4400	G	99%	1%	0%	0%	0%	0%	C	0.094	F	0.544	4800	G
	From: US 220 Memorial Blvd															
57 Bus 220 Memorial Blvd	City of Martinsville	0.85	13000	G	96%	1%	1%	1%	2%	0%	C	0.085	F	0.512	14000	G
	From: Broad St															
57 Bus 220 Memorial Blvd	City of Martinsville	0.25	18000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.558	19000	G
	From: US 58; BUS US 220															
57 Bus 58 Starling Ave	City of Martinsville	0.85	11000	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.583	12000	G
	From: Mulberry Rd															
57 Bus 58 Starling Ave	City of Martinsville	0.15	8900	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.576	9800	G
	To: Church St															
	From: Starling Ave															
57 Bus 58 Church Street	City of Martinsville	0.10	11000	G	98%	0%	1%	1%	1%	0%	C	0.09	F	0.565	12000	G
	From: Church St Ext															
57 Bus 58 Church Street	City of Martinsville	0.28	11000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.575	12000	G
	From: Fairy St															
57 Bus 58 Church Street	City of Martinsville	0.26	11000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.645	12000	G
	From: Brookdale St															
57 Bus 58 Church Street	City of Martinsville	0.13	14000	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.589	15000	G
	From: Hooker St															
57 Bus 58 Church Street	City of Martinsville	0.77	18000	G	97%	1%	1%	0%	1%	0%	C	0.087	F	0.594	20000	G
	To: ECL Martinsville															
	From: SCL Martinsville															
Bus 58 Bus 220 Memorial Blvd.	City of Martinsville	0.71	23000	G	96%	1%	1%	1%	2%	0%	C	0.083	F	0.554	25000	G
	To: Starling Avenue W															
	From: Memorial Blvd															
Bus 58 57 Starling Ave	City of Martinsville	0.85	11000	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.583	12000	G
	From: Mulberry Rd															
Bus 58 57 Starling Ave	City of Martinsville	0.15	8900	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.576	9800	G
	To: Church St															
	From: Starling Ave															
Bus 58 57 Church Street	City of Martinsville	0.10	11000	G	98%	0%	1%	1%	1%	0%	C	0.09	F	0.565	12000	G
	From: Church St Ext															
Bus 58 57 Church Street	City of Martinsville	0.28	11000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.575	12000	G
	To: Fairy St															

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City of Martinsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: <input type="text" value="Fairy St"/>						2Axle	3+Axle	1Trail	2Trail						
Bus 58 57 Church Street	City of Martinsville	0.26	11000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.645	12000	G
	To: <input type="text" value="Brookdale St"/>															
Bus 58 57 Church Street	City of Martinsville	0.13	14000	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.589	15000	G
	To: <input type="text" value="Hooker St"/>															
Bus 58 57 Church Street	City of Martinsville	0.77	18000	G	97%	1%	1%	0%	1%	0%	C	0.087	F	0.594	20000	G
	To: <input type="text" value="ECL Martinsville"/>															
	From: <input type="text" value="NCL Martinsville"/>															
174 Liberty St	City of Martinsville	0.49	17000	G	97%	1%	1%	1%	2%	0%	F	0.091	F	0.550	18000	G
	To: <input type="text" value="Inman St"/>															
174 Liberty St	City of Martinsville	0.20	17000	G	97%	1%	1%	1%	2%	0%	F	0.089	F	0.556	18000	G
	To: <input type="text" value="Clearview Dr"/>															
174 Liberty St	City of Martinsville	0.60	9800	G	97%	1%	1%	1%	2%	0%	C	0.092	F	0.531	11000	G
	To: <input type="text" value="Commonwealth Blvd"/>															
	From: <input type="text" value="SCL MARTINSVILLE"/>															
Bus 220 58 Memorial Blvd.	City of Martinsville	0.71	23000	G	96%	1%	1%	1%	2%	0%	C	0.083	F	0.554	25000	G
	To: <input type="text" value="STARLING AVE"/>															
Bus 220 57 Memorial Blvd	City of Martinsville	0.25	18000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.558	19000	G
	To: <input type="text" value="Broad Street"/>															
Bus 220 57 Memorial Blvd	City of Martinsville	0.85	13000	G	96%	1%	1%	1%	2%	0%	C	0.085	F	0.512	14000	G
	To: <input type="text" value="Fayette St"/>															
Bus 220 Memorial Blvd	City of Martinsville	0.65	15000	G	96%	0%	1%	1%	2%	0%	C	0.082	F	0.505	16000	G
	To: <input type="text" value="NCL Martinsville"/>															
	From: <input type="text" value="SR 57 BUS US 220 Memorial Blvd"/>															
457	City of Martinsville	0.59	6600	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.536	7200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	99%	0%	0%	0%	1%	0%	F	NA			13000	G
	To: <input type="text" value="Fayette St"/>															
457 Market St	City of Martinsville	0.20	13000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.556	14000	G
	To: <input type="text" value="Commonwealth Blvd"/>															
	From: <input type="text" value="Market St"/>															
457 Commonwealth Blvd	City of Martinsville	0.56	16000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	18000	G
	To: <input type="text" value="Northside Dr"/>															
457 Commonwealth Blvd	City of Martinsville	0.36	21000	G	98%	0%	0%	0%	1%	0%	C	0.09	F	0.522	23000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.09	F		NA	
	To: <input type="text" value="Fairy St"/>															
457 Commonwealth Blvd	City of Martinsville	0.48	6800	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.55	7400	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.092	F	0.55	NA	
	To: <input type="text" value="Chatham Rd"/>															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4300	G	98%	1%	1%	1%	0%	0%	C	0.096	F	0.609	4700	G
	To: ECL Martinsville															
457	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	5000	G	100%	0%	0%	0%	0%	0%	C	0.085	F	0.561	5400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	99%	0%	0%	0%	1%	0%	F	NA			13000	G
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	8700	G	98%	1%	1%	0%	1%	0%	C	0.092	F	0.581	9500	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: Bus US 58 Church St															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4501) Mulberry Rd	1.41	2900	G	99%	1%	0%	0%	0%	0%	F	0.109	F	0.67	3100	G	2005
			From:	Lanier Rd												
			To:	Spruce St												
(4501) Mulberry Rd	0.21	6900	G	99%	1%	0%	0%	0%	0%	C	0.104	F	0.510	7600	G	2005
			From:	Rives Rd												
			To:	US 58 Bus Starling Ave												
(4501) Mulberry Rd	0.18	9000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.507	9800	G	2005
			From:	Starling Ave												
			To:	Church St												
(4502) W Church St	0.36	2800	G	99%	1%	0%	0%	0%	0%	F	0.102	F		3100	G	2005
			From:	Market St												
			To:	Broad St												
(4502) E Church St	0.12	4800	G	99%	1%	0%	0%	0%	0%	C	0.108	F		5200	G	2005
			From:	Ellsworth St												
			To:	Starling Ave												
(4504) Commonwealth Blvd	1.00	15000	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.568	17000	G	2005
			From:	WCL Martinsville												
			To:	Market St												
(4506) Stultz Rd	0.73	4100	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.571	4500	G	2005
			From:	WCL Martinsville												
			To:	Liberty St												
(4506) Clearview Dr	0.08	12000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.563	13000	G	2005
			From:	Northside Dr												
			To:	Barrows Mill Rd												
(4506) Clearview Dr	0.86	3300	G	96%	1%	1%	2%	0%	0%	C	0.094	F	0.594	3600	G	2005
			From:	NCL Martinsville												
			To:	SCL Martinsville												
(4507) Rives Rd	1.34	5700	G	98%	1%	0%	0%	1%	0%	C	0.104	F	0.588	6200	G	2005
			From:	Circle Ct												
			To:	Mulberry Rd												
(4509) Rivermont Heights	0.39	1900	G	98%	1%	0%	0%	1%	0%	F	0.098	F	0.569	2100	G	2005
			From:	SCL Martinsville												
			To:	Memorial Blvd												
(4511) Forest St	0.56	2100	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.545	2300	G	2005
			From:	Starling Ave												
			To:	Smith Lake Rd												
(4515) Askin St	0.97	400	G	99%	0%	0%	0%	0%	0%	F	0.113	F		430	G	2005
			From:	44-801SCL Martinsville												
			To:	C4US 220												
(4517) Spruce St	0.23	6200	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.591	6800	G	2005
			From:	Mulberry Rd												
			To:	Parkview Ave												
(4517) Spruce St	0.39	6500	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.539	7100	G	2005
			From:	Brookdale St												
			To:	ECL Martinsville												
(4519) Brookdale St	0.53	11000	G	98%	1%	0%	0%	0%	0%	C	0.09	F	0.58	12000	G	2005
			From:	Bus US 58												
			To:	Parkview Ave												
(4519) Brookdale St	0.41	7000	G	98%	1%	0%	0%	1%	0%	C	0.088	F	0.559	7700	G	2005
			From:	Spruce St												
			To:													

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						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4521) Parkview Ave	0.32	1000	G	99%	1%	1%	0%	0%	0%	F	0.109	F	0.667	1100	G	2005
			From:	Mulberry Rd												
(4521) Parkview Ave	0.17	2900	G	99%	1%	1%	0%	0%	0%	C	0.100	F	0.527	3200	G	2005
			From:	Spruce St												
			To:	Brookdale St												
(4523) Cleveland Ave	0.36	4900	G	99%	1%	1%	0%	0%	0%	F	0.103	F	0.540	5300	G	2005
			From:	US 58 Bus Starling Ave												
			To:	Church St												
(4525) Broad St	0.45	1800	G	94%	1%	1%	1%	3%	0%	C	0.095	F	0.612	2000	G	2005
			From:	Memorial Blvd												
(4525) Broad St	0.18	1300	G	94%	1%	1%	1%	3%	0%	F	0.104	F	0.509	1400	G	2005
			From:	Market St												
			To:	Church St												
(4527) Bridge St	0.43	6900	G	100%	0%	0%	0%	0%	0%	C	0.087	F	0.536	7600	G	2005
			From:	Memorial Blvd												
(4527) Bridge St	0.17	2600	G	100%	0%	0%	0%	0%	0%	F	0.103	F	0.771	2800	G	2005
			From:	Market St												
			To:	Church St												
(4527) Bridge St	0.18	1900	G	100%	0%	0%	0%	0%	0%	F	0.127	F		2000	G	2005
			From:	120-4502 Church St												
			To:	120-4553 Main St												
(4529) Ellsworth St	0.18	2600	G	100%	0%	0%	0%	0%	0%	F	0.109	F	0.618	2800	G	2005
			From:	Market St												
(4529) Lester St	0.35	3300	G	99%	0%	0%	0%	0%	0%	C	0.112	F	0.519	3600	G	2005
			From:	Church St												
			To:	Commonwealth Blvd												
(4531) Walnut St	0.05	1900	G	99%	0%	0%	0%	0%	0%	F	0.11	F		2100	G	2005
			From:	Church St												
(4531) Franklin St	0.09	2700	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.773	2900	G	2005
			From:	Main St												
(4531) Franklin St	0.61	1500	G	99%	0%	0%	0%	0%	0%	F	0.128	F	0.714	1600	G	2005
			From:	Jones St												
			To:	Liberty St												
(4533) Liberty St	0.10	NA									0.119	N		NA		2005
			From:	Moss St												
			To:	120-4527 Jones St; 120-4531 Franklin St												
(4535) Northside Dr	0.80	7800	G	99%	0%	0%	0%	0%	0%	C	0.09	F	0.628	8500	G	2005
			From:	Commonwealth Blvd												
			To:	Clearview Dr												
(4539) Hooker St	0.39	6600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.539	7200	G	2005
			From:	Church St												
			To:	Commonwealth Blvd												
(4541) Barrows Mill Rd	0.67	2800	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.573	3100	G	2005
			From:	Clearview Dr												
			To:	NCL Martinsville												
(4542) Hairston St	0.53	1700	G	98%	1%	0%	1%	1%	0%	C	0.092	F	0.579	1800	G	2005
			From:	Starling Ave												
			To:	Rives Rd												
(4543) Moss St	0.05	1900	G								0.102	F	0.863	2100	G	2005
			From:	Church St												
			To:	Main St												
(4543) Main St	0.13	1200	G								0.113	F		1300	G	2005
			From:	Moss St												
			To:	Jones St												
(4543) Main St	0.04	3000	G								0.103	N		3200	G	2005
			From:	Jones St												
			To:	Franklin St												

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Martinsville

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
City of Martinsville																
<div>4543</div> Main St	0.25	2900	From:	Franklin St							0.103	F		3200	G	2005
			To:	Clay St												
<div>4543</div> Clay St	0.04	3800	From:	Main St							0.089	F		4100	G	2005
			To:	Church St												
3rd Street		950	From:	C St							0.115	F		1000	G	2005
			To:	D St												
Glade St		230	From:	Luck St							0.173	F		260	G	2005
			To:	Ainsley St.												
Highland St		280	From:	Clift St							0.102	F		300	G	2005
			To:	Branch St												
Knollwood Place		340	From:	Mulberry Road							0.11	F	0.573	340	G	2005
			To:	River Forest Place												
Oakgrove Ave		230	From:	Ranson Rd South							0.118	F		260	G	2005
			To:	Ranson Rd North												
Randolph Street		260	From:	Church Street Ext							0.112	F	0.525	260	G	2005
			To:	Madison Street												
River Forest Pl		100	From:	Knollwood Pl							0.121	F		110	G	2005
			To:	Morningside Lane												
Root Trail		400	From:	Cherokee Trail							0.096	F	0.512	430	G	2005
			To:	Corn Tassel Trail												
Spruce St		3100	From:	Indian Trail							0.095	F		3400	G	2005
			To:	Prospect Hill Dr												